# **ANNEX 1 – CUSTOMER WORKSCOPE**

1. **ENGINE WORK SCOPE1)**

|  |  |
| --- | --- |
| ENGINE BUILD-UP STANDARD FOR THE ENGINE OPERATIONAL THRUST  | **[\*\*\*]** Engine Cycles |
| Engine Module No. | Engine Module Name | Workscope2) | Note3) |
| 21 | Fan and Booster  |  |  |
| 22 | Fan Shaft |  |  |
| 23 | Fan Frame  |  |  |
| 31 | HPC Rotor |  |  |
| 32 | HPC Front Stator  |  |  |
| 33 | HPC Rear Stator  |  |  |
| 41 | Combustion Chamber |  |  |
| 42 | Combustion Case |  |  |
| 51 | HPT Nozzle Guide Vanes  |  |  |
| 52 | HPT Rotor |  |  |
| 53 | LPT Stage 1 Nozzle Guide Vanes |  |  |
| 61 | Inlet Gearbox |  |  |
| 62 | Accessory Gearbox |  |  |
| 63 | Transfer Gearbox |  |  |
| 75 | QEC Mechanical |  |  |
| 76 | QEC Electrical |  |  |
| 81 | Components |  |  |

1. **SERVICE BULETINES TO BE INCORPORATED, IF APPLICABLE**

|  |  |  |
| --- | --- | --- |
| SERVICE BULETINE NO. | SERVICE BULETINE CATEGORY | SERVICE BULETINE NAME |
|  |  |  |

1. **COMPONENTS WORKSCOPE (IF APPLICABLE)**

|  |  |  |
| --- | --- | --- |
| NAME | PART NUMBER | WORKSCOPE4) |
|  |  |  |

NOTES:

1) WS template given for reference modules No and names can vary for other engine types

2) following WS types are recommended for use

* General visual inspection (applicable for low workscope engines for not-exposed modules if allowed by OEM);
* Minimum (in accordance with OEM WSPG definition)
* Repair (applicable when engine removed due to specific defect and limited repair for rectification of such defect to be performed)
* Performance (in accordance with OEM WSPG definition)
* Overhaul/Full/Heavy (in accordance with OEM WSPG definition)

For QEC and Components following WS levels are recommended:

- General Visual Inspection;

- In accordance with OEM WSPG recommendation for Performance Restoration/Overhaul (Full, Heavy) workscope;

- Workscope specifically determined

3) Notes to be used if any specific additional work in addition to the specified WS to be incorporated (i.e. for mod 21 General Visual Inspection – Fan Blades Lubrication)

4) for components following workscope types can be applicable:

- General Visual Inspection;

- Functional Test (during Engine Test in the Test Cell);

- Bench Test;

- Repair (if specific known repair need to be incorporated to rectify defect);

- Overhaul;

# **ANNEX 2 – ENGINE MAINTENANCE AGREEMENT**

**PART I – ENGINE MAINTENANCE AGREEMENT [NUMBER, DATE, IF APPLICABLE]**

This Agreement is stipulated between

[COMPANY NAME] having its legal address at [COMPANY ADDRESS] represented by [NAME], [POSITION], respectively referred to as Customer and

[COMPANY NAME] having its legal address at [COMPANY ADDRESS] represented by [NAME], [POSITION], respectively referred to as the Service Provider

Entering into the force since – Effective date: [date]

This Agreement refers to and incorporates the terms of IATA Document No. 2016-01 MASTER ENGINE MAINTENANCE AGREEMENT ([Master EMA, 2016])

This Agreement modifies the Master EMA, and, as so modified, constitutes a single contract applicable to Engine Maintenance of Engine(s) detailed below

**PART II – REFERENCED PROVISIONS**

|  |  |
| --- | --- |
| 1. Engine type:
 | 1. Engine Serial #:
 |
| 1. Engine Operational Thrust: lbs
 | 1. Turn Around Time:
 |
| 1. TAT Exceedance Penalty/TAT exceedance penalty cap: [per Day or fixed amount, Maximum Penalty/Cap in Days, alternative way of coverage, like lease engine expenses coverage)]
 |
| 1. Maintenance Base Location:
 |
| 1. Customer NAA:
 |
| 1. Certification:

FAA Certificate #: EASA Certificate #:Customer NAA Certificate # (if applicable):  |
| 1. EGT Margin Guarantee: [degrees Celsius for specific thrust rate defined]
 |
| 1. EGT Margin Guarantee ceiling (percentage of the factory new EGTM):
 |
| 1. Contractual EGT Margin Acceptable Deviation:
 |
| 1. EGT Margin Remedy:

a. [per degree Celsius, Maximum Penalty/Cap in degrees Celsius]b. re-induction if EGT Margin degrees Celsius less than EGT Margin Guarantee  |
| 1. Time on Wing Guarantee
2. Guaranteed Cycles:
3. Time On-Wing Guarantee Monetary Compensation Ceiling:
 |
| 1. Engine Delivery Condition: [conditions as per Incoterms 2010] [place of delivery] as per Incoterms 2010
 |
| 1. Engine Delivery Condition: [conditions as per Incoterms 2010] [place of delivery] as per Incoterms 2010
 |
| 1. Customer’s Compensation for Engine Transportation: [credit, transportation arranged and paid, etc ]
 |
| 1. Party responsible for Engine insurance during Engine transportation:
 |
| 1. Engine pick-up timeframe:
 |
| 1. BER limit:
 |
| 1. CLP value of parts where scrap replacement to be approved by Customer:
 |
| 1. Scrap Materials retention period:
 |
| 1. Currency of the Agreement:
 |
| 1. First labor price adjustment date:
 |
| 1. Recurrent labor price adjustment date:
 |
| 1. Labor Price Annual Adjustment Formula:
 |
| 1. First Material Price Adjustment Date:
 |
| 1. Recurrent Materials Price Adjustment Date:
 |
| 1. Engine test cell run fee annual adjustment formula/index:
 |
| 1. NTE Price / Fixed Price First Adjustment Date:
 |
| 1. Recurrent Fixed Price/NTE Price Adjustment Date:
 |
| 1. Fixed Price / NTE Price annual adjustment policy:
 |
| 1. Payment Scheme (installments and deadlines):

[For example: Advance Payment (if any): to be paid within – Estimated invoice: issued - , to be paid within – Final invoice: issued - , to be paid within - ]  |
| 1. Notices and Communication (contact person of Customer and Service Provide shall be indicated):
 |
| 1. Service Provider Legal address and Bank Details:
 |
| 1. Late Payment Charge / Default Interest rate:
 |
| 1. Invoice dispute submittal period:
 |
| 1. Warranty: [Flight Hours, Flight Cycles, months]
 |
| 1. Additional remedy related to the workmanship warranty (if any):
 |
| 1. Warranty claims to Service Provider Subcontractors to be handled by:
 |
| 1. OEM warranty handling policy
 |
| 1. Combined liability limit for Customer’s insurances:
 |
| 1. Combined liability limit for Service Provider’s insurances:
 |
| 1. Agreement effective date and duration period:
 |
| 1. Governing Law and Arbitration, legal language:
 |
| 1. Customer’s Furnished Material Shipment Insurance:
 |

**PART III – OTHER MODIFICATIONS TO MASTER ENGINE MAINTENANCE AGREEMENT:**

|  |
| --- |
| [Refer to an Article of Master EMA and describe deviation or Modification]  |

Each Party represents and warrants to the other that the person executing this Agreement on its behalf has the full authority to so execute on behalf of such Party. This Agreement and any amendments to it may be executed by exchange of counterparts by facsimile or other electronic means, including by exchange of sig-nature pages in PDF form.

IN WITNESS WHEREOF the contracting Parties hereto have caused this Agreement to be executed by their authorized executives in two (2) originals.

|  |  |
| --- | --- |
| For and on behalf of Customer: Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Position: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  | For and on behalf of the Service Provider: Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Position: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |

# **ANNEX 3 – PRICING**

1. Fixed Price or NTE Price:
2. Price type (NTE Price/Fixed Price/T&M): **[\*\*\*]**
3. Price (for NTE Price/Fixed Price only): **[\*\*\*]**
4. Scrap rate and repair rate assumption (for NTE Price/Fixed Price only):

|  |  |  |
| --- | --- | --- |
| Part name  | Scrap rate  | Repair rate5) |
|  |  |  |
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1. Inclusions6) (for NTE Price/Fixed Price only):

**[to be specified separately for each specific project list of recommended inclusions to be used as a guidance]**

1. Exclusions6 (for NTE Price/Fixed Price only):

**[to be specified separately for each specific project list of recommended exclusions to be used as a guidance]**

1. Routine Labor Fixed Prices :
2. Sectionalization

|  |  |
| --- | --- |
| Incoming inspection incl. BSI |  |
| Outgoing Inspection incl. BSI |  |
| Components removal/reinstallation (for repair workscope)  |  |
| Components removal/reinstallation (for performance workscope and higher) |  |
| QEC removal/reinstallation (for repair workscope)  |  |
| QEC removal/reinstallation (for performance workscope and higher) |  |
| LPT removal/reinstallation |  |
| Core removal/reinstallation |  |
|  |  |
| Fan and Booster removal/reinstallation |  |
| Fan Shaft removal/reinstallation |  |
| Fan Frame removal/reinstallation | NIL |
| HPC Rotor removal/reinstallation | NIL |
| HPC Front Stator removal/reinstallation |  |
| HPC Rear Stator removal/reinstallation |  |
| Combustion Chamber removal/reinstallation | NIL |
| Combustion Case removal/reinstallation |  |
| HPT Nozzle Guide Vanes removal/reinstallation |  |
| HPT Rotor removal/reinstallation |  |
| LPT Stage 1 Nozzle Guide Vanes removal/reinstallation |  |
| Inlet Gearbox removal/reinstallation |  |
| Accessory Gearbox removal/reinstallation |  |
| Transfer Gearbox removal/reinstallation |  |

1. Specific workscope levels

|  |  |  |
| --- | --- | --- |
| Engine Module No. | Engine Module Name | Fixed Routine Labor Pricing |
| Minimum level | Performance level | Overhaul level  | [OTHER] |
| 21 | Fan and Booster  |  |  |  |  |
| 22 | Fan Shaft |  |  |  |  |
| 23 | Fan Frame  |  |  |  |  |
| 31 | HPC Rotor |  |  |  |  |
| 32 | HPC Front Stator  |  |  |  |  |
| 33 | HPC Rear Stator  |  |  |  |  |
| 41 | Combustion Chamber |  |  |  |  |
| 42 | Combustion Case |  |  |  |  |
| 51 | HPT Nozzle Guide Vanes  |  |  |  |  |
| 52 | HPT Rotor |  |  |  |  |
| 53 | LPT Stage 1 Nozzle Guide Vanes |  |  |  |  |
| 61 | Inlet Gearbox |  |  |  |  |
| 62 | Accessory Gearbox |  |  |  |  |
| 63 | Transfer Gearbox |  |  |  |  |

1. Fixed Pricing for In-house Repairs:

Reference (web link, reference to the documents etc.): **[\*\*\*]**

1. Test Cell Pricing:

|  |  |
| --- | --- |
| **[\*\*\*]** | Including preparation/de-preparation for test, fuel, oil, test cell usage, labor, BSI |

1. Time and Materials Pricing:

|  |  |
| --- | --- |
| Mechanic MH rate  | **[\*\*\*]** |
| Engineering MH rate  | **[\*\*\*]** |
| New Materials  | CLP price plus **[\*\*\*]** % handling charge caped at **[\*\*\*]** per item and **[\*\*\*]** line item |
| BER level | **[\*\*\*]** |
| Used Materials  | **[\*\*\*]** % of CLP plus **[\*\*\*]** % handling charge caped at **[\*\*\*]** per item and **[\*\*\*]** line item |
| New Life Limited Part  | CLP price plus **[\*\*\*]** % handling charge caped at **[\*\*\*]**. per item |
| Repaired Life Limited Part  | **[\*\*\*]% of Prorated Value of LLP** as per formula below plus **[\*\*\*]** % handling charge caped at **[\*\*\*]** per item**Prorated Value of LLP** = CLP \* remaining cycles / OEM authorized cycle limit |
| Subcontracted services | Subcontractor invoice plus **[\*\*\*]** % handling charge caped at **[\*\*\*]** per invoice |
| Parts Exchange used to used part, non-LLP  | **[\*\*\*]** % of CLP plus **[\*\*\*]** % handling charge caped at **[\*\*\*]** per item and **[\*\*\*]** line item plus repair cost of unserviceable part |
| Parts Exchange unserviceable to repaired Part, non-LLP | **[\*\*\*]** % of CLP plus **[\*\*\*]** % handling charge caped at **[\*\*\*]** per item and **[\*\*\*]** line item plus repair cost of unserviceable part plus **[\*\*\*]** of CLP for the difference in value between the new part and replaced part. |
| LLP Parts Exchange | **Prorated Value of LLP** according to the formula above for the exchange (new or repaired) part minus Prorated Value of LLP for the unserviceable part plus **[\*\*\*]** % handling charge on the calculated Prorated **Value of LLP** according to the formula below caped at **[\*\*\*]** per item. ***Note:*** *the exchange fee can be both debit and credit.*  |
| Customer Furnished Materials | **[\*\*\*]**% of CLP plus **[\*\*\*]**% handling charge caped at **[\*\*\*]** per item and **[\*\*\*]** line itemMinimum applied CLP per item is **[\*\*\*]** |
| Storage Fee  | **[\*\*\*]** per Day |

1. Special Pricing:

**[\*\*\*]**

# **ANNEX 4 – ENGINE DOCUMENTS**

1. Documentation to be provided by Customer to Service Provider prior to induction of the Engine

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| ITEM | description of documents required for shop induction | Applicable (YES/NO) | Prefered format of data | Date of document delivery |
| 1 | Customer Purchase Order  |  |  |  |
| 2 | AD Status & SB Status of each shop visit including ADs and SBs performed since last shop visit |  |  |  |
| 3 | Customer Workscope Request (specify work to be carried out, including but not limited to SB, AD, and LLP Build Life Requirement) |  |  |  |
| 4 | Signed LLP Sheet (Status at Engine Removal) |  |  |  |
| 5 | Back to birth history (thrust rating, duration of assignment for specific thrust rating) for each LLP if such LLPs will be changed and/or rating change take place during shop visit |  |  |  |
| 6 | Acceptance using FAA DER Approved Repairs /PMA |  |  |  |
| 7 | Engine change/removal report with indication of Reason for Removal, Removal date and total accumulated hours and cycles up to date |  |  |  |
| 8 | Non-Incident Statement |  |  |  |
| 9 | Engine Data Submittal from Birth  |  |  |  |
| 10 | Components list  |  |  |  |
| 11 | Last Shop Visit Report (with modules serial number total time and total cycles accrued to date) |  |  |  |
| 12 | Powerplant Build-up Manual |  |  |  |
| 13 | Wiring Diagram Manual |  |  |  |
| 14 | Aircraft Maintenance Manual  |  |  |  |

1. Service Provider shall deliver the following documents to Customer after completion of the Engine Shop Visit, under the provision that the necessary documentation listed in the Article 1 of this Annex 4 has been provided from Customer to the Service Provider.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| ITEM | description of documents required for shop induction | Applicable (YES/NO) | Prefered format of data | Date of document delivery |
| 1 | Certificate of release to service (EASA Form 1 and / or FAA Form 8130) |  |  |  |
| 2 | Engine Preservation and serviceable tag |  |  |  |
| 3 | Engine Component list  |  |  |  |
| 4 | Missing Parts list  |  |  |  |
| 5 | LLP time and cycle assignment  |  |  |  |
| 6 | The remaining hours and cycle to go of all LLP as of completion of the Engine Shop Visit and the back to birth history (thrust rating, duration of assignment for specific thrust rating) of all exchanged, replaced and thrust rating changed LLP |  |  |  |
| 7 | On-log of Engine, module and parts inventory |  |  |  |
| 8 | Fan blade distribution sheet  |  |  |  |
| 9 | Engine AD status at completion of the Shop Visit and Engine SB list which have been carried out during the Shop Visit |  |  |  |
| 10 | ETOPS status (only if applicable) |  |  |  |
| 11 | Engine test summary log |  |  |  |
| 12 | Borescope inspection and filters inspection results after outbound test  |  |  |  |
| 13 | Engine shop visit report |  |  |  |
| 14 | Workscope escalation history |  |  |  |
| 15 | Scrap report |  |  |  |

# **ANNEX 5 – NATIONAL HOLIDAYS**

**[National holidays of Service Provider when Service Provider’s facility is closed to be defined with dates where applicable]**

# **ANNEX 6 – AUTHORITIES REQUIREMENTS [EASA JURISDICTION EXAMPLE]**

This Annex 6 is compiled in order to comply with the requirements as laid down in EASA Part M **[the latest reference to be specified]**

1. location identified for the performance of Maintenance Services under this Agreement is as follows:

**[Service Provider facility location as per EASA certificate to be specified]**

Service Provider holds authorization to perform such tasks under EASA Approval EASA No. **[\*\*\*]** and FAA Air Agency Certificate No: **[\*\*\*]**, **[NAA]** Approval **[\*\*\*]**

2. SUBCONTRACTING

Service Provider has the right to forward parts of Engines and Accessories to third parties (approved/accepted in accordance with EASA Part 145) for execution of the work required in case the work to be performed on them pursuant to this Agreement cannot be executed by Service Provider for any reason. Any such subcontracted work shall be controlled to the requirements of applicable directives Ref: EASA Part 145**.[reference to EASA guideline to be inserted]**. Customer/NAA will be granted full access to quality information concerning the Subcontractors involved in this Agreement.

3. maintenance program

All work performed by Service Provider on Engines operated by Customer shall be performed in accordance with Customer’s approved engine maintenance program, the OEM Engine Shop Manual and associated publications and bulletins published by the respective manufacturer or other technical data approved by the NAA. Customer shall accept the use of Service Provider’s in-house engineering documents pertaining to Service Provider airworthiness data, the engineering repair manual and engineering process standard manual.

4. QUALITY MONITORING

4.1 Service Provider will permit access by Customer to its premises, maintenance records and personnel for the performance of quality surveillance and audits which Customer is required to perform for the purposes of obtaining/maintaining their operator approval, and will document the non-conformities and the appropriate corrective action within the agreed upon period.

4.2 Customer shall discuss the nonconformities with Service Provider. Customer and Service Provider must mutually agree on the content of the nonconformity and Customer shall then notify Service Provider in writing of the nonconformity.

4.3 Any tasks performed by Service Provider under this Agreement which constitute part of the EASA Part M maintenance management responsibility of Customer will be subject to monitoring, as required, by Customer’s quality system.

4.4 Service Provider shall incorporate into its quality system auditing program any EASA Part M responsibility delegated by Customer to Customer.

5. AIRWORTHINESS DATA

The airworthiness data to be used in the execution of this Agreement is as follows:

5.1 Customer’s approved Engine maintenance program as approved by the EASA and/or NAA.

5.2 Type Certificate Authority and NAA Airworthiness Directives supplied by Customer.

5.3 The then-current OEM Engine Shop Manual to be supplied by Service Provider.

5.4 Any other technical data approved by the EASA and/or NAA.

6. airworthiness directives

The ADs which must be applied to the Engines are those published by the Type Certificate Authority or applicable NAA. The responsibility for AD compliance rests with Customer, as the operator of the Engines, and Customer shall supply all Engine documents specified in the Annex 4 for each Shop Visit.

7. SERVICE BULLETINS AND MODIFICATIONS

7.1 Service Provider shall obtain from Customer all relevant service information for the Engine as published by the respective manufacturer. Customer shall ensure that it transmits promptly to Service Provider any service information it receives directly from the manufacturers unless both parties establish that Service Provider possesses such information.

7.2 SB compliance is Customer’s responsibility but an SB baseline is provided in Customer’s Engine maintenance program and any additional SB compliance shall be agreed upon prior to or during the Shop Visit.

7.3 Service Provider reserves the right to recommend SBs determined to be performance or reliability enhancing but it is Customer’s responsibility to determine whether it will incorporate the SBs.

8. COMPONENT CONTROL

The control of component lives is Customer’s responsibility and Customer shall advise Service Provider of any component changes required during the Shop Visit in accordance with Customer’s Engine maintenance program.

9. LIFE LIMITED PARTS

9.1 Customer is responsible for the control of LLPs and shall maintain continuously updated records of the LLP status of the Engines and inform Service Provider on a regular basis such that Service Provider, jointly with Customer, can effectively plan for tasks to be carried out when they become due.

9.2 Service Provider shall provide Customer with the necessary information about the LLP removal/installation so that Customer can update its records in accordance with Article 13 of this Annex 6.

10. SCHEDULED MAINTENANCE – documentation

Customer shall be solely responsible for planning and controlling scheduled Shop Visits in accordance with Customer’s Engine maintenance program. For each Engine Shop Visit Customer shall supply Service Provider with all Engine Documentation in accordance with Annex 5. If Service Provider determines, for any reason, to defer a maintenance task, the deferment shall be approved by Customer, such approval not to be unreasonably withheld. If the deferment goes beyond an approved limit, the procedure set forth in Article 12 of this Annex 6 (Deviation From the Engine Maintenance Program) shall apply.

11. UNSCHEDULED MAINTENANCE – DEFECT RECTIFICATION

11.1 Service Provider shall perform unscheduled defect rectification in accordance with the OEM Engine Shop Manual or other Approved Technical Data. Major repairs shall be discussed with Customer.

11.2 Any major repair outside the OEM Engine Shop Manual shall be discussed with Customer for its approval (such approval not to be unreasonably withheld) and incorporation. Deferment of any unscheduled maintenance shall be submitted to Customer and, if applicable, to its NAA.

11.3 Service Provider shall, at Customer’s request, and based on availability, provide on-wing support personnel, on a Time and Material basis, to rectify defects or tasks of an unscheduled nature. The personnel shall be under the direct control of Customer who shall provide the final Certificate of Release to Service (“CRS”) after satisfactory completion of tasks.

12. DEVIATION FROM THE engine MAINTENANCE PROGRAM

12.1 Service Provider will support Customer with technical justification for all variations or deviations from the schedule of maintenance where the Engine maintenance program allows for such a provision and where approval of such a change is required from the EASA and/or NAA.

12.2 Customer must obtain approval from the EASA and/or NAA for any deviation or variation to the Engine maintenance program.

12.3 Customer will not effect any permitted variations or deviations without notifying Service Provider.

13. MAINTENANCE RECORDING

13.1 Customer shall supply Service Provider with a completed Engine Documentation list as per Annex 4.

13.3 Following completion of the Maintenance Services, and redelivery of the Engine to Customer, Service Provider shall provide Customer with documentation and reports specified in Annex 4.

13.4 Service Provider will keep all the records of maintenance and records of LLPs during the term of this Agreement and for a period of at least two (2) years after this Agreement has expired. Such records shall be maintained in either a hardcopy form or an electronic form as approved by the EASA and/or NAA.

14. MEETINGS

Regular meetings shall be held between Customer and AG. These meetings may encompass the following subjects: technical aspects, workscope planning, final workscope at table inspection and quality control.

15. REPRESENTATION

Customer's representative

Customer may send to Service Provider Facility as defined in the Article 1 of this Annex 6 one (1) representative for an agreed period of time during the performance of the Maintenance Service. Customer's representative shall be qualified and authorized to agree to the performance of any Additional Work. Service Provider shall provide Customer's representative with (i) appropriate office space and (ii) access to communication facilities, at no costs involved for Customer. Customer shall pay all costs of such representative including travel and accommodation. Customer shall be responsible for all visas. Service Provider shall reasonably support Customer in obtaining permission to access to the facilities from the competent authorities; however Service Provider shall not be responsible if such Permission is delayed or not granted.

**16. Access for Civil Aviation Authority Inspectors**

Service Provider shall allow inspectors of Customer's NAA reasonable access during normal business hours to its facilities to perform audits or to inspect the work on Engines. If such inspectors require Service Provider to do any Additional Work or to alter or vary the scope of services, these services will only be provided with the prior written approval of Customer in accordance with the terms of this Agreement.

# **ANNEX 7 – PARTS WITH LIMITATION AND RESTRICTION**

1. List of OEM Alternative Parts approved for use during Engine Shop Visit

|  |  |
| --- | --- |
| Part Number/ Part Name / Part Group  | Note  |
|  |  |

1. List of DER / DOA repairs approved for use during Engine Shop Visit

|  |  |  |  |
| --- | --- | --- | --- |
| Part Number / Part Name/ Part Group | Repair Type | Repair facility  | Note |
|  |  |  |  |
|  |  |  |  |

1. List of Customer Furnished Materials

|  |  |  |  |
| --- | --- | --- | --- |
| Part Name | Part Number | Quantity | Condition |
|  |  |  |  |
|  |  |  |  |

1. List of parts where scrap replacement require prior Customer approval / special instruction

|  |  |
| --- | --- |
| Part Number / Part Name/ Part Group | Note / special instruction |
|  |  |
|  |  |

1. List of parts not eligible for exchange or where exchange require special instruction

|  |  |
| --- | --- |
| Part Number / Part Name/ Part Group | Note / special instruction |
|  |  |
|  |  |

# **ANNEX 8 - INCIDENT/ACCIDENT CLEARANCE STATEMENT**

(ON COMPANY LETTERHEAD)

Date

**Incident/Accident Clearance Statement**

To Whom It May Concern:

Engine serial number [insert ESN], details of which are specified below, has been operated by [insert company name] during the period from [insert delivery date] to [insert redelivery date].

Configuration details as of date of this statement;

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Description** | **Type/Part No.** | **Serial No.** | **TSN** | **CSN** |
| Engine |  |  |  |  |

I hereby certify that, to the best of my knowledge, during the period stated above:

1. Neither the engine, nor any part installed have been
	1. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or
	2. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,

unless its airworthiness status was re-established by an approved maintenance organization in accordance with the applicable airworthiness regulations and instructions of the type certificate holder and/or OEM of the part, and supported by an authorized airworthiness release certificate.

1. No part has been installed on the engine which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.

Authorized Airline Representative

Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Position: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

*Note: Please see also the Guidelines for understanding the Incident / Accident Clearance Statement (ICS) associated with this form.*